



Denny Triangle Neighborhood Green Street Guidelines

November 5, 2001

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**City of Seattle
CityDesign, Department of Design Construction and Land Use
Strategic Planning Office**

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Contents

| | |
|---|----|
| Introduction | 1 |
| Site Planning and Massing | 5 |
| The Streetscape | 7 |
| Streetscape Amenities | 13 |
| Expression of Architectural and Urban Forms | 19 |

Introduction

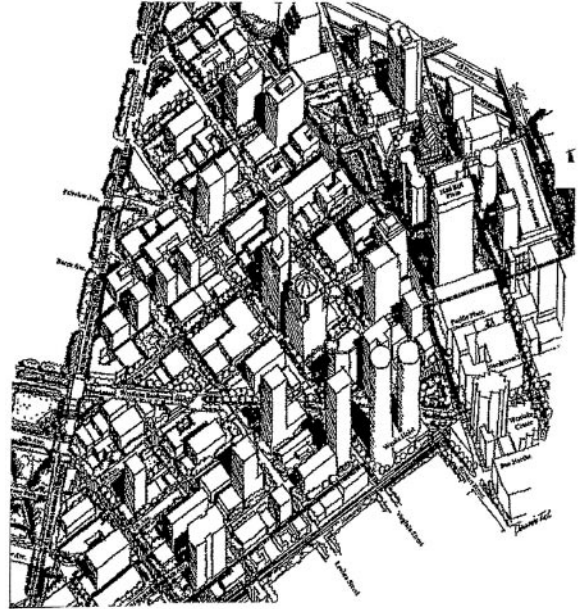
Design Statement for the 9th and Terry Green Streets

The Denny Triangle Neighborhood is currently experiencing substantial growth and new development. Extensive parking lots, vacant buildings and vacant lots are being transformed into vibrant new buildings that will bring residences, retail and commercial business into what was once a forgotten corner of the city. With this increased density of people living, working and visiting the neighborhood, the demand for open space and pedestrian circulation within the neighborhood will increase.

The goal of the 9th and Terry Green Streets is to provide an urban landscaped setting that functions as a continuous linear open space for pedestrians. Automobile traffic will not be eliminated in order to create this sense of open space. Instead, it will be integrated into the street design to maintain the feeling of an urban streetscape. On-street parking will also be incorporated, especially near small retail uses.

Meeting the needs of an active neighborhood and creating a sense of identity are important goals when designing new developments. The relationship of open space with the Green Street, the placement of at grade retail uses and building entries, and the massing, forms and materials of the development are an integral part of the design concept that will help to activate and enliven the Green Street.

The goal of these design guidelines is to ensure that developments on properties abutting the Terry and 9th Avenue Green Streets complement the Green Street design and contribute to the desired character of these neighborhood amenities.



9th and Terry Green Streets Project Area

Site Planning and Massing

Relating to the Built Environment

A1 Respond to the surrounding neighborhood

Projects should respond to topographic features, positive elements of the surrounding built environment, and the desired development pattern along the Green Streets, as specified in these guidelines.

Considerations

The architectural form and site plan should respond to the overall design intent of the adjacent Green Street. The design of developments should achieve the following, as applicable:

- Respond to the function and character desired along the Green Streets, as described in Guidelines B1.
- Enhance pedestrian movement by reinforcing desired neighborhood circulation patterns through the siting of developments and the form and uses at street level.
 - New development will impact the way pedestrians move through the neighborhood. Spaces provided on a development site should be inviting to pedestrians and, where appropriate, provide a unique landscaped edge that activates the Green Street.
- Create a visible approach to buildings from the street level that responds to the surrounding topography and street grid patterns.
- Increase the visibility and use of open space through siting that responds to shifts in the street grid, intersections, adjacent building features, or solar aspects.
- The size and location of open space should increase visibility and use while complementing the surrounding development pattern. A variety of open space experiences should be provided, consistent with the intended function and character of the different Green Street districts. Provide a cohesive open space system by integrating open space features with the pedestrian circulation network.



Visible Approach to Building that Responds to the Street Grid



Enhanced Pedestrian Movements at Westlake Park



Incorporation of Captured Water into Plaza Design



Sharing the Use of Captured Water



Artistic treatment of downspouts

A2 Minimize the impact on regional watershed

The design of the Green Streets and abutting development should help to communicate the area's role in resource conservation, including regional watershed and growth management.

Considerations

Development that employs a system of conveyance, cleansing and on-site storage of rain water will reduce large point source impacts on regional water systems.

The Denny Triangle neighborhood is also participating with the City and County in a pilot Transfer of Development Credit (TDC) program to protect rural lands and watershed areas by allowing development density from these areas to be transferred to sites in the Denny Triangle. Methods of interpreting these concepts of conservation and resource management through design should be explored.

- Integrate water collection into the design of the building; Employ artistic celebration of water.
- Rainfall could be celebrated as it is collected: cascades, runnels, falls and waterspouts integrated into the building would convey water in an exciting way. The educational and visual experience could continue at street level with a display of the water on its way to the development's collection and storage system.
- Incorporate captured rain water into the open space or plaza design.
- Incorporate water amenities as means to mask urban noise.
- Communicate the area's role in resource conservation, including regional watershed management, through the design of the Green Streets and abutting developments.
- Explain the neighborhood's role in the TDC program that protects salmon habitat in rural areas.

The Streetscape

Creating the Pedestrian Environment

B1 Respond to corresponding neighborhood districts

The area abutting the 9th and Terry Green Streets has been subdivided into three design districts (Transit, Mixed Use, and Residential) to help define the desired character and form for specific areas within the neighborhood. The district divisions are shown on the map below.

Considerations

The design of each new development should take into consideration how to best reinforce desired conditions in the sub-area where it is located. Address the following conditions regarding how the development relates to the Green Street right-of-way environment for all of the design districts:

- Integrate new development with Green Street designs. Development on abutting properties should incorporate, as appropriate, street features such as paving materials and patterns, landscaping features and streetscape elements such as pedestrian lighting fixtures and street furniture.
- Relate the development to the desired use of the Green Street right-of-way, as indicated in the Green Street plan, through the placement of building entrances, street level uses, and on-site open spaces.
- Incorporate unique design features, such as tactile strips and Braille wayfinding, into the sidewalk and surrounding buildings to aid ADA accessibility.
- Accent the street level with approved street trees, tree grates and landscaping treatments.

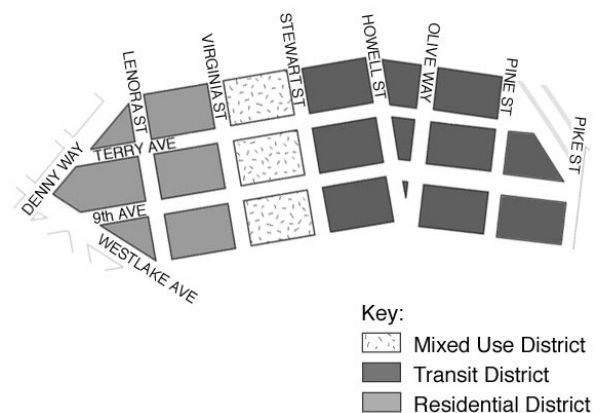


Downtown Mixed-Use Streetscape



Integrated Paving Patterns through Crosswalks and Intersections at Westlake Park

9th and Terry Green Streets: Districts



Map with Zones Delineated



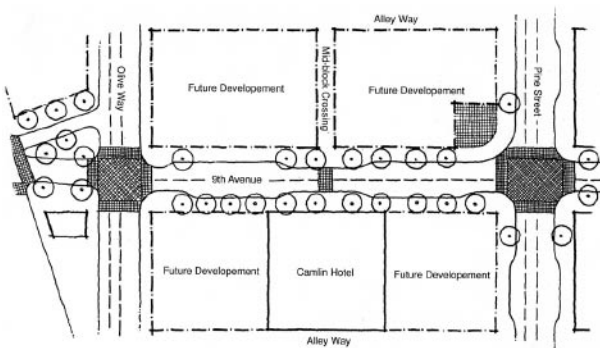
Pike/Pine Paving and Organization



Downtown Wayfinding System



Use of Building Canopy as Transit Shelter



Typical Block: Transit District

B2 Design for the Transit District

The transit district for 9th and Terry identifies an area of the neighborhood that is heavily influenced by local and regional transit. Development here should facilitate pedestrian flow and enhance access to transit and comfort for transit riders.

Considerations

The street design needs to accommodate a variety of users, including pedestrians walking down the sidewalk, those waiting for or disembarking from buses, bicyclists, through traffic, and active street level uses. These needs should be addressed in the following ways:

- Design transit facilities and amenities that will attract transit patrons and enhance their movement between designations in the area.
- Integrate bus shelters into the streetscape or development. Accommodate high volumes of pedestrians by providing setbacks or open spaces abutting the sidewalk. Accommodate existing transit signage and portions of the wayfinding system.
- Accent corners and mid-block segments with features that promote pedestrian interaction.
- Utilize overhangs, canopies and building arcades to provide weather protection for transit patrons, include lighting underneath.
- Provide through-block connections to increase pedestrian access to transit facilities.
- Develop transit patron waiting areas with streetscape amenities such as pedestrian-scaled lighting, benches, leaning rails, bike racks, pay phones, letter receptacles, and drinking fountains.

B3 Design for the Mixed-use District

The mixed-used district accommodates a wide variety of residential, commercial and retail uses. Development here should contribute to active street fronts and a very “public” environment.

Considerations

The Mixed Use District of the 9th and Terry Green Streets forms the urban heart of the neighborhood. The streetscape elements should provide a framework that creates a strong identity for the neighborhood.

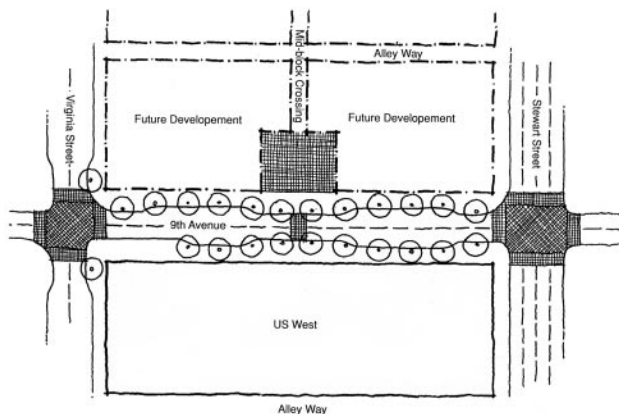
- Use landscaping to delineate and enhance the walkway (movement), define pockets for benches and passive activities, define outdoor retail uses; provide a unique planting palette that enhances the neighborhood identity.
- Mix residential, retail and commercial entrances from the street level into the building.
- Provide retail space at the street level.
- Activate the corners and mid-block segments with open space or landscaped areas.



Mixed-Use District Showing Division of Outdoor Spaces



Corner Activated with Open Space



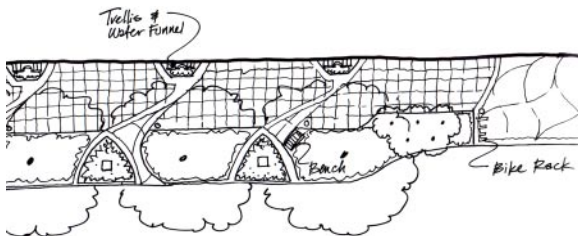
Typical Block: Mixed-Use District



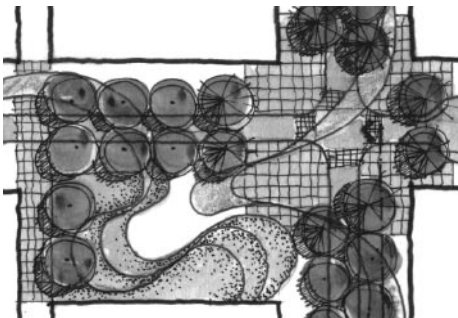
Use of Landscaping to Delineate Activity Zones within the Sidewalk



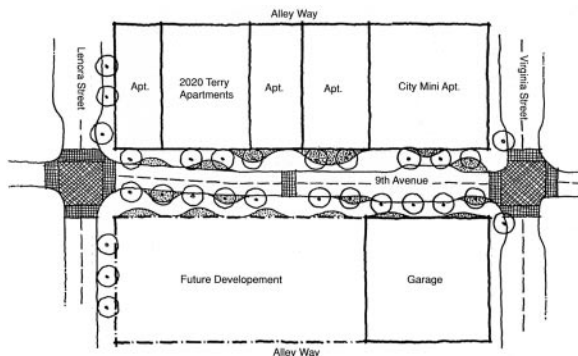
Terry Avenue Residential Character



Pockets of Green Along a Meandering Sidewalk



Open Space for use as Meeting/Gathering



Typical Block: Residential District

B4 Design for the Residential District

The residential district identifies an area intended to be primarily residential in function and character. Development here should provide pedestrian open space and landscape amenities that create the feeling of a residential neighborhood in a more park-like setting. A variety of open spaces should be accommodated, including the public areas of the Green Street and semi-private and private open space, such as courtyards, on developed sites for use by residents.

Considerations

Development here should maximize landscaped areas while maintaining controlled automobile movement and maximizing pedestrian circulation. Designs should:

- Provide a balance of paved and landscaped areas that achieve a residential character for the district.
- Create individual residential entrances at the street level that form a sense of community.
- Limit the amount of commercial and retail uses at the street level, with these uses located at corners where possible.
- Provide "pockets" of green that create spaces for people to congregate and socialize; give the appearance of a meandering sidewalk.
- Create open space that could be used as a neighborhood meeting / gathering space.
- Activate the intersections with landscaped open spaces.
- Consider community garden plots that provide residents the opportunity to maintain unique and individual flower / perennial gardens. Such spaces could be lined with evergreen plant materials that give the space a formal appearance.

B5 Create gateways to the green streets

Several gateways have been identified by the Denny Triangle neighborhood plan to help strengthen the character of the neighborhood. The sites identified are the intersection of Denny and Westlake, Aurora at Denny and 7th Avenue, and Stewart Street at Denny Way and I-5. Gateway elements should be used to express the unique features of the 9th and Terry Green Streets.

Considerations

Gateway elements should include various items that create a sense of entry. These include, but are not limited to:

- Art elements and features.
- Architectural elements integrated into the streetscape to form a sense of entry, such as archways, colonnades, modulation of building façade at primary intersections.
- Plazas integrated with building elements.
- Treatment of Fairview as a northeast gateway to the neighborhood.



Unique Lighting Feature in Belltown



Building Façade Modulated at Intersection



Landmark Building as Gateway



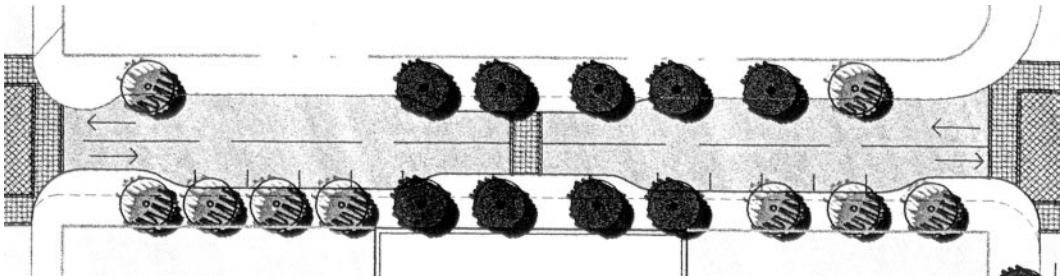
Decorative Belltown Neighborhood Sign



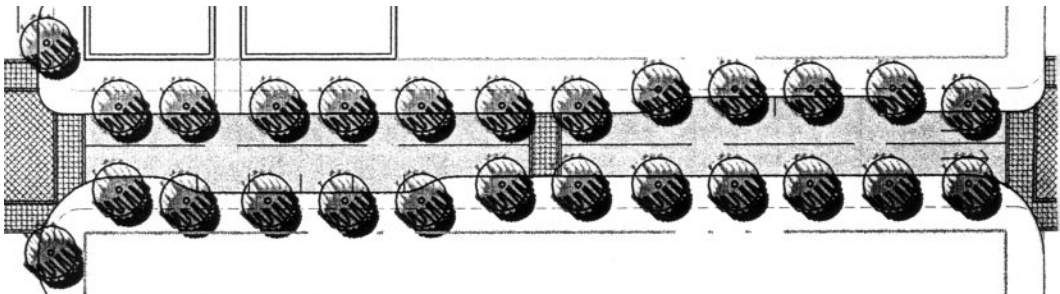
Sidewalk Buffered from Street Parking, Narrow Paving Strip for Drivers/Passengers Exiting Cars

B6 Vehicular circulation and street parking

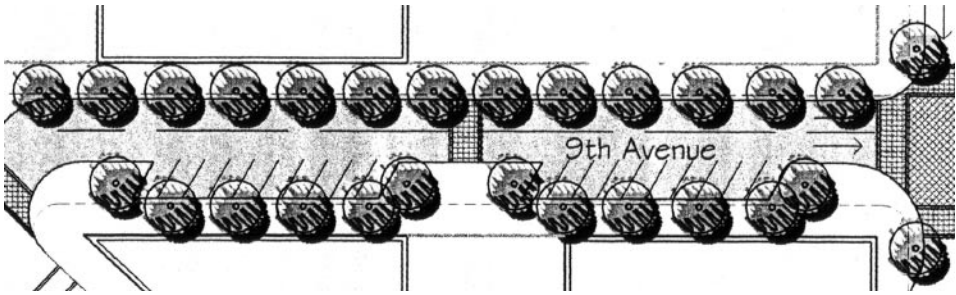
Follow the recommendations of the 9th and Terry Green Streets Master Plan.



Transit District Recommendation: Localized Parallel Parking with Dedicated Transit Zones



Mixed-Use District Recommendation: Parallel Parking



Residential District Recommendation: Back-in Angled Parking

Streetscape Amenities

Enhancing the Pedestrian Experience

C1 Select site amenities

Provide street furniture that enhances the neighborhood's design themes and helps to define the street character. These elements include, but are not limited to:

- Signage (Building, Transit and Downtown Wayfinding)
- Benches
- Pedestrian oriented light fixtures
- Trash receptacles
- Drinking fountains

Considerations

Elements like the pedestrian-scaled street lighting and trash receptacles should be uniform throughout each design district for each street. Individual designs for benches and trash receptacles can be selected within each design district to help define the character of that district.

- Conform to Seattle City Light and street lighting standards:
The standard pedestrian light fixtures for 9th Avenue; Standard fixtures for Terry Avenue.
- Select benches that help enhance the 3 design districts. Select benches with metal frames and durable surfacing that is easily maintained.
- Provide opportunities for an artist to design unique site furnishings at key locations, gateways, mid-block crossings, building entries, transit stops.
- Provide wayfinding that is consistent with the city-wide system.
- Conform to King County Metro Transit standards for benches and litter receptacles when utilizing Metro-issued bus shelters.



Single Globe Light Fixtures on Fifth Avenue



City Light Standard



Select a Bench Design that Enhances the Three Design Districts



Varied Surface Treatments at 9th and Pike



Use of Pavers to Accent the Streetscape



Use of Paving Patterns to Address ADA Concerns



Use of Distinct Crosswalk Pattern at Intersection

C2 Vary surface treatments

Providing a change in paving materials helps to unify the streetscape while creating a framework for defining separate activities within the sidewalk. A unified paving pattern should be developed for each street, and within that pattern unique paving elements for each district. A developer may propose a distinctive unifying pattern for his or her specific development that works within the street and zone patterns.

Considerations

Relate the paving patterns and materials to the building to help define unique spaces within the sidewalk. The patterns, forms and materials should help reinforce the different themes for each neighborhood.

- Consider using concrete pavers, bricks, cobbles or architectural concrete to accent the streetscape.
- Address ADA and accessibility concerns with the treatment of the paving patterns.
- Provide a transition from the paving adjacent to the building to the crosswalk patterns at intersections and mid-block.
- Consider spanning the street with paving patterns.

C3 Select appropriate street trees

With narrow right of way segments and the possibility of tall building heights, the street tree selection is an important consideration when designing spaces within the right of way. Street trees should be selected from the City of Seattle's recommended street tree list.

Considerations

A building's shade and shadow and the canopies of street trees have a large influence on the street right of way. Mid-block street sections become very barren spaces if not thoughtfully designed. Choosing street trees that have tall and dark canopies could also cause the street to receive very little light, even in the middle of the day.

- Provide mid-block trees that filter light and provide a "light" canopy over the street.
- Choose trees for the intersections that highlight and accent the streetscape. The use of smaller scale trees will maintain lines of sight at intersections.
- Consider evergreen trees such as Incense Cedar as periodic accents to provide color in the winter months.
- Coordinate tree species with lighting, traffic signal and overhead trolley systems.
- Select tree species and locations that accommodate transit operational needs such as bus height, bus door openings, wheel chair lift deployments, and transit patron queuing and circulation.



Use of Evergreen Plants to Highlight and Accent the Streetscape



Columnar Trees



Small Street Trees

C4 Select complimentary landscape elements and plant materials



Streetscape Enhanced with Terraced Garden



Landscape Treatment that Compliments Building Design



Balance of Tall, Medium, and Low Plantings

Landscape treatments and selected plant materials need to compliment the design of the building and surrounding open spaces. Spaces formed with hardscape materials should be offset with planting areas large enough for materials that will enhance and activate the edges of the space.

Considerations

Use plant materials that are unique in character and form to the Pacific Northwest environment. Select plant materials based on their form and shape to help enhance the transition from the building to the sidewalk or from the sidewalk to the street. Plantings should be low-maintenance and not produce excessive debris that will require ongoing cleanup.

- Enhance blank facades with landscaping treatments.
- Select a planting palette that enhances the character and design of the building, street and open space.
- Enhance the streetscape façade or open space with landscape elements such as: boulders; architectural stone features; architectural planters; earthen berms; and terraced gardens. If the space is large enough and it is appropriate, consider the use of lawn.
- Consider creating a hierarchy of open and enclosed spaces through the use of tree canopies in open spaces of sufficient size.
- Select a balance of tall, medium and low plantings that will not create hiding spaces or public safety problems.
- Avoid low-lying vegetation along the length of the landscape strip in bus facilities.
- Promote community interaction with adjacent planting areas where appropriate.

Consider:

P-patch / community garden opportunities

Trellises

Green Walls

Planters (fixed and movable)

C5 Integrate Public Art

The inclusion of an artist on the design team could add to the uniqueness of the site amenities.

Considerations

Locations and ideas for artistic expression include, but are not limited to:

- Gateway elements
- Mid-block accents
- Banner/signage design and program
- Bus stop designs
- Pavement patterns
- Integrated water element



Integrated Art Element



Integrated Water Element at the Concord



Pioneer Square Public Art Tribute to Seattle Firefighters



Banners: Pioneer Square Neighborhood



Benches: Hing Hay Park

Expression of Architectural & Urban Forms

Integrating Architecture and Green Streets

D1 Block design

Activate mid-block pedestrian passages and alley access points.

Building entrances and retail storefronts can help to activate mid block crossings. Setbacks and architectural variation can help to create more space in the right of way for pedestrian activities.



Use of Landscaped Open Space to Express Mid-Block Entrance

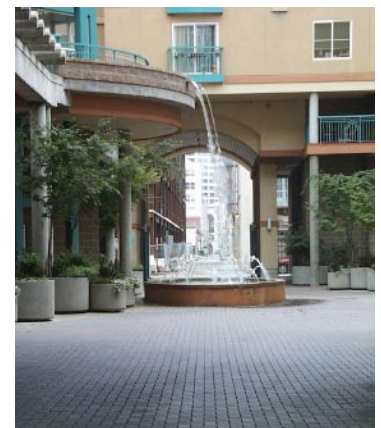
Considerations

Maintain the alleyways and create a varied block design that allows pedestrian access to flow through the development, perpendicular to the alley. This forms pedestrian arterials through the neighborhood that enhance the accessibility to the Green Street.

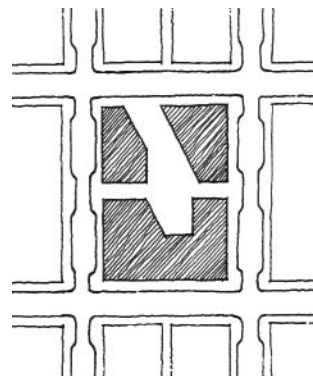
- Use open spaces and landscaped setback areas to express entrances to mid-block passages and accentuate corners.
- Designate interior public space on blocks where alleys are vacated.
- Allow interior entry /exit through the building.
- Utilize special pavement that unifies the crossing with the building uses at street level.
- Define areas for outdoor cafes or retail purposes, such as florist, newspaper stand, or espresso cart, through the use of landscape elements.



Cutting Back Building Corner Expresses Entry and Frees Pedestrian Movements



Interior Public Space on Vacated Alley



Example of Block Design with Good Pedestrian Flow



Overhead Weather Protection

D2 Massing and Architectural Form

The massing and form of a building have a major impact on the character of the street level environment. Massing schemes should seek to maximize architectural interest and access to light and air from abutting Green Streets and public open space.

Considerations

New development should be designed to create a sense of varied scale along Green Street frontages. Avoid the appearance of monolithic structures in large developments through horizontal and vertical modulation of street facades. While well defined street edges are generally desirable, interruptions in the street wall can add interest, and setbacks on upper floors can reduce the appearance of bulk and establish a more human scale at the street level.

New development should respond to significant existing structures, which add character to the street frontage, through massing and detail. Respect local architectural styles, as well as the form, proportion, character, materials, building heights and decorative elements of adjacent landmark buildings.



Setback of Upper Floors to Improve Scale



Modulated Building Corner that Creates Space for Pedestrian Activity

D3 Create functional open spaces

Public open spaces should be designed and sited to enhance a building's relationship to the Green Street and accentuate public and private entrances to a project.

Considerations for the placement of open spaces:

- Mid-block
- Corner
 - Open spaces that occur at an intersection should consider architectural elements that help define the open space. (e.g. Westlake park and its Starbucks stand)
- Interior open
- Interior covered

Considerations

Public open space should be located close to the street level, and not separated by a large grade change.

- Use landscaping to buffer and create unified, interesting spaces.
- Site the open space to maximize solar access.
- Create open space that is activated on the edges by supporting street level uses and designed for safety. Avoid large expanses of space that are devoid of benches, landscape treatments, and other pedestrian amenities.
- Provide seating: site walls that are 14 to 18 inches in height, and that have the appropriate width, will be used by people for seating. Several benches should also be provided; movable chairs are strongly encouraged.
- Involve artist in design process.
- Integrate open space site elements: benches, lighting, etc.
- Consider using the required 2'-0" landscape setback for public benefit.
 - The accumulated area within the required 2'-0" landscape setback on new developments can be consolidated and located to open spaces within the right of way.



Use of Landscape Buffer to Create Unified, Interesting Spaces



Landscape Used to Define Areas Within the Open Space



Use of 2'-0" Landscape Setback for Public Benefit



Building Access from Alley

D4 Building Access

Vehicular access to buildings should not occur from a Green Street, but should instead be directed to alleys or non-Green Streets that abut the property.

- Truck access should be considered first from alleys and second from adjacent streets other than 9th or Terry.
- Preferred loading zones on 9th and Terry are located on the Master Plan.